



# **Highway 99 Subarea Planning Project Edmonds, WA**

November 10, 2016

# Agenda

1. Overview of Highway 99 Subarea Planning project
2. Review Plan Outline
3. Present Implementation Strategies, Policy Recommendations
4. Present Transportation Infrastructure Recommendations
5. Questions
6. Wrap-up and next steps

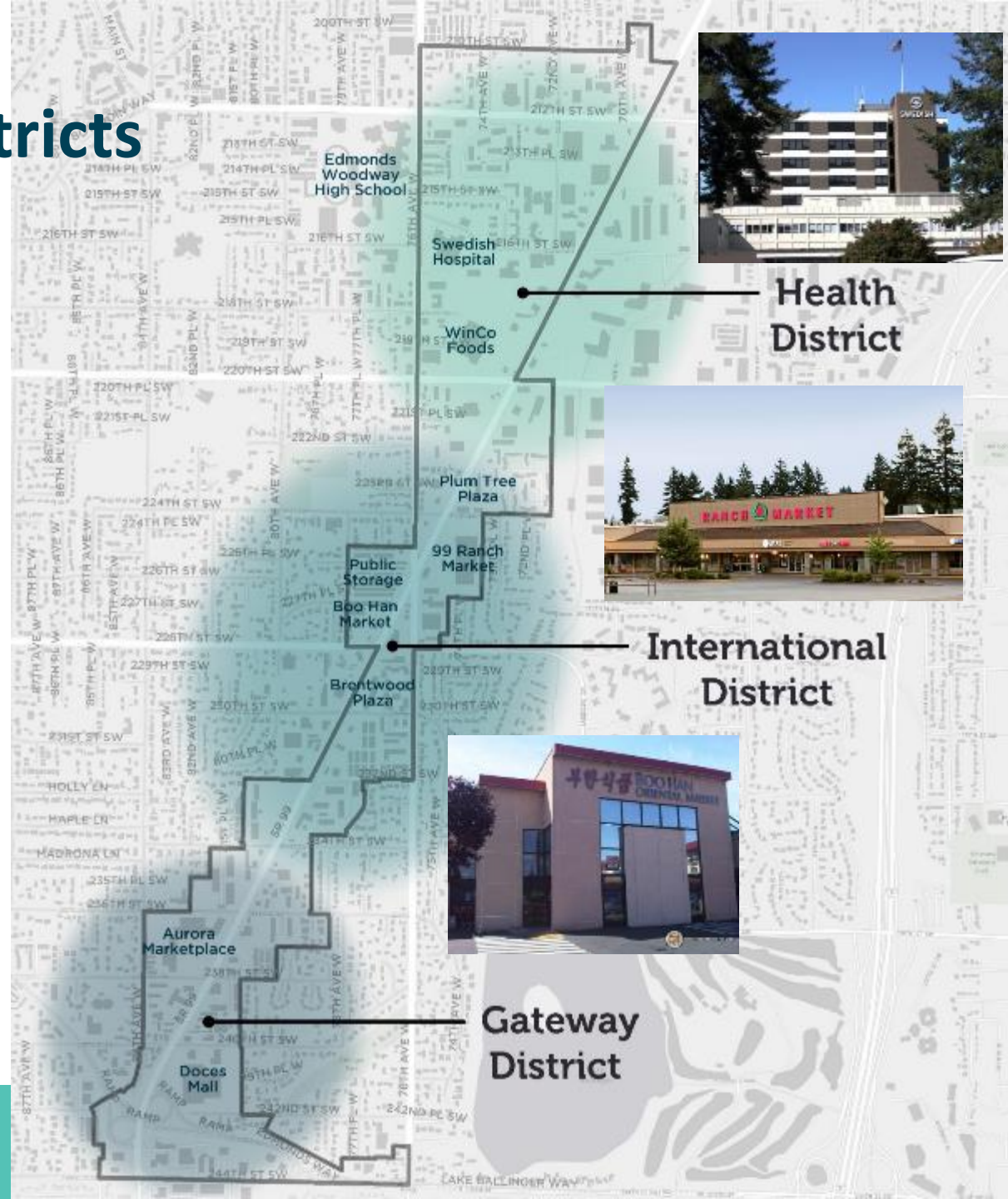


- About 2 miles along Highway 99



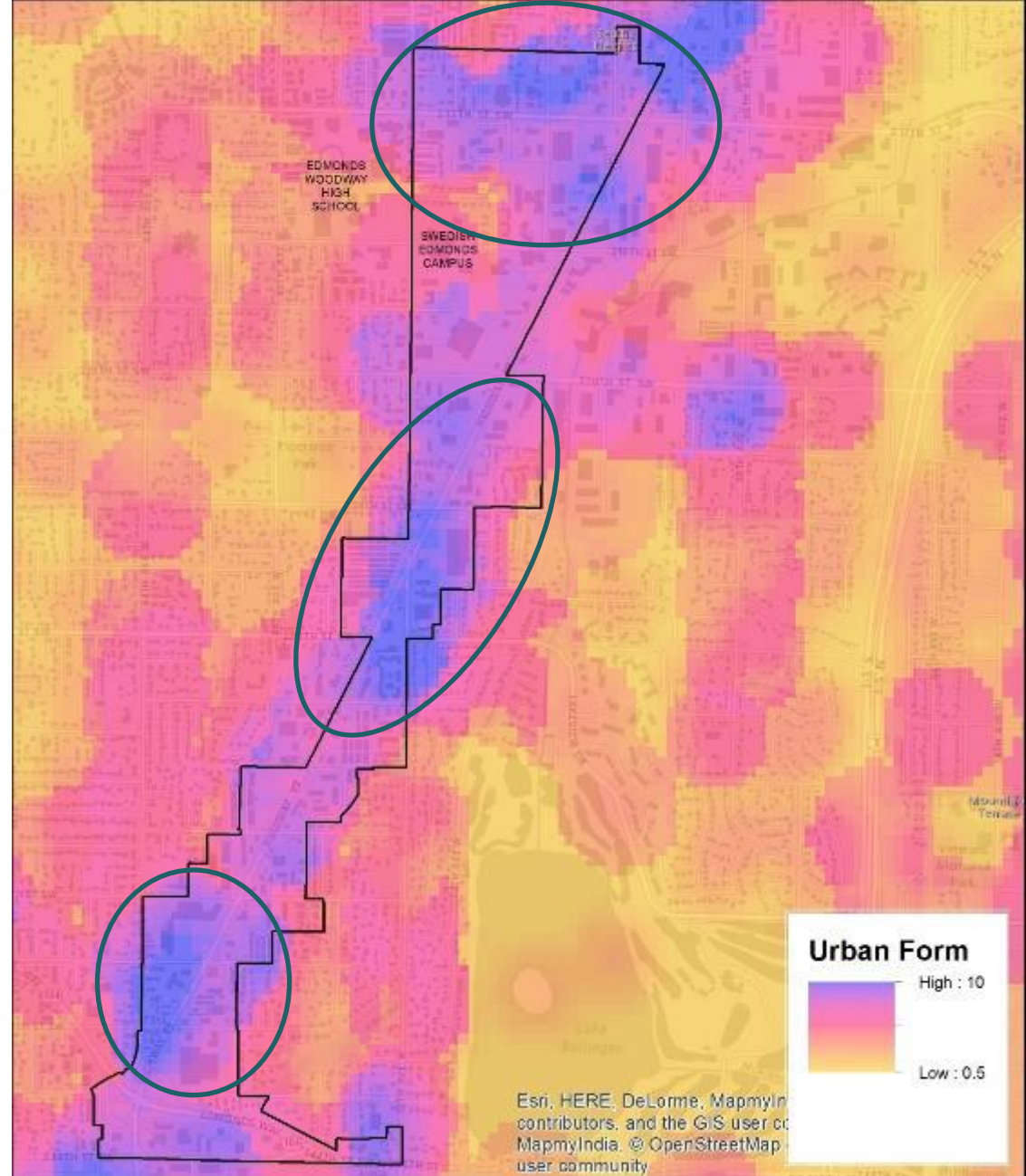
# Distinct Subdistricts

- Major local and regional destinations on Hwy 99
- **International District**
  - Diverse restaurants, grocers and shops; major Korean business cluster
- **Health District**
  - Swedish Hospital and medical offices
- **Gateway District**
  - Identified by the community during workshop
  - Desire for “gateway” and distinct transition point in and out of Edmonds



# Urban Form “Heat Map”

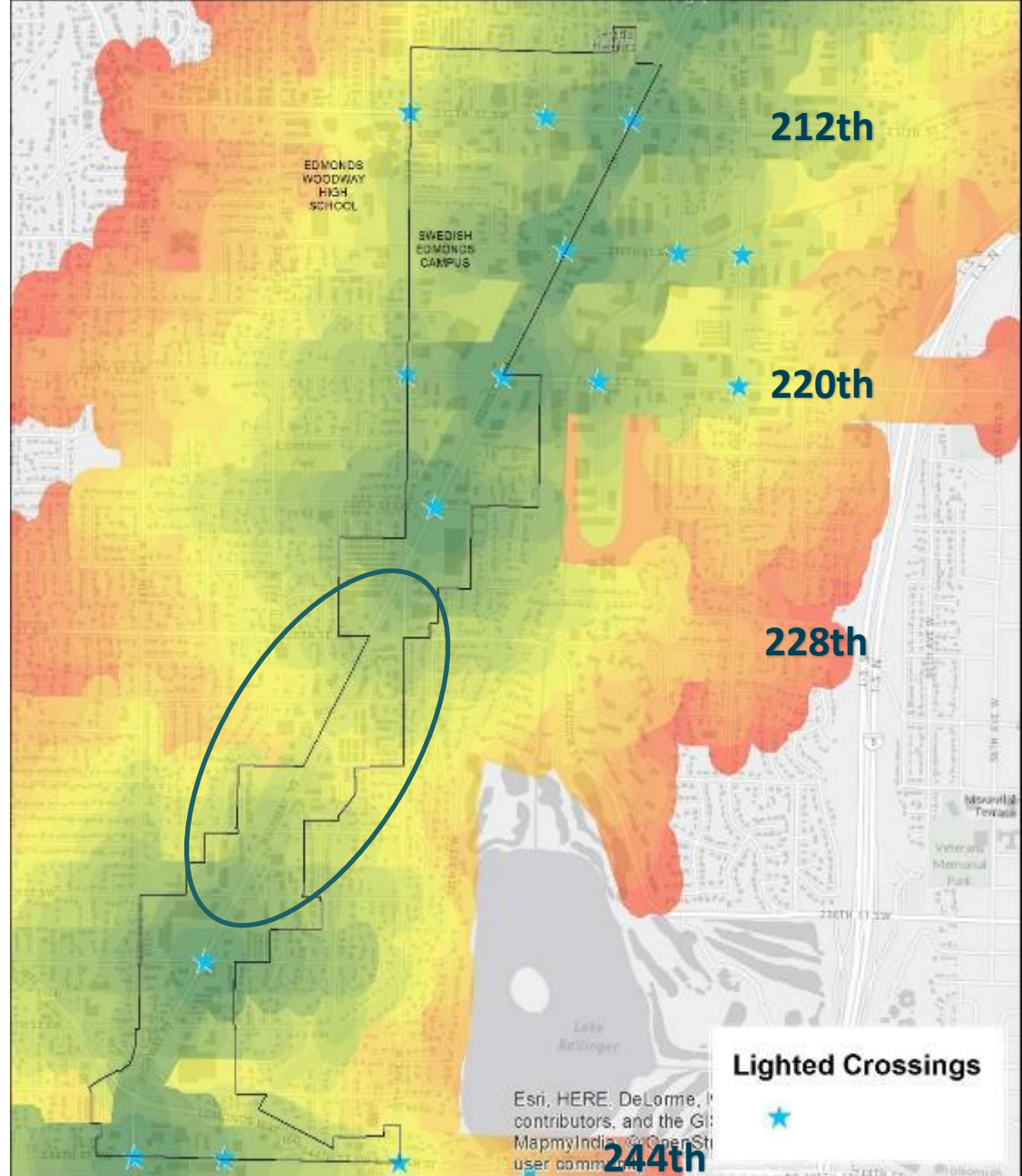
- 3 spots with reasonably good urban form
  - Crossings
  - Transit service
  - Block size
  - Employment activity
- Zoning changes to enhance these nodes further
- New connections to improve the “in between areas”





# Long Segments Without Crossings

- Central area requires 10 minute walk to find safe crossing
- Green – 1 minute
- Yellow – 10 minutes
- Red – 20 minutes



# March 2016 Public Workshop

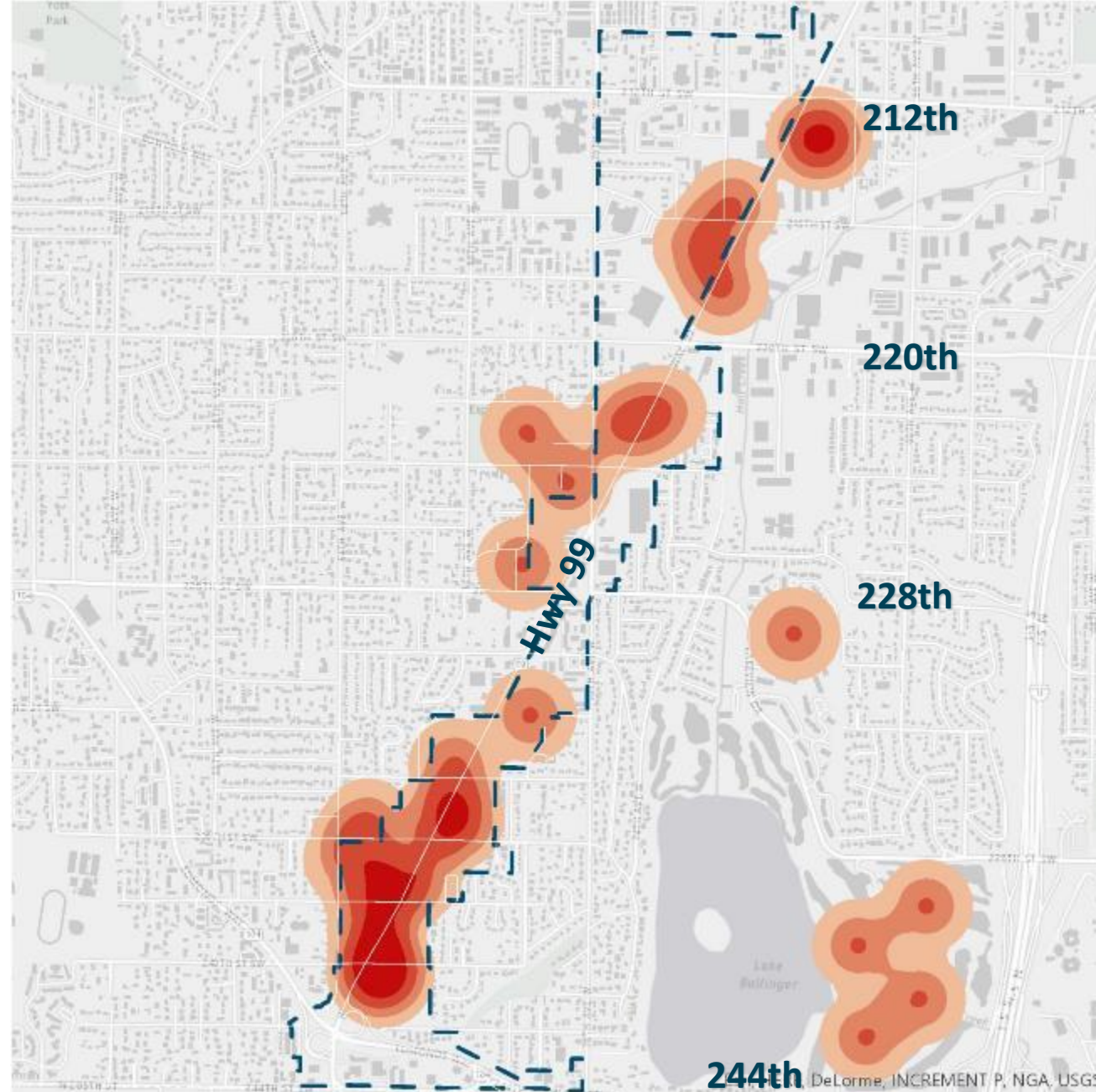
- Identified opportunities for new housing and business, community centers and services, and infrastructure upgrades
- **What did the public want?**





# Housing Development

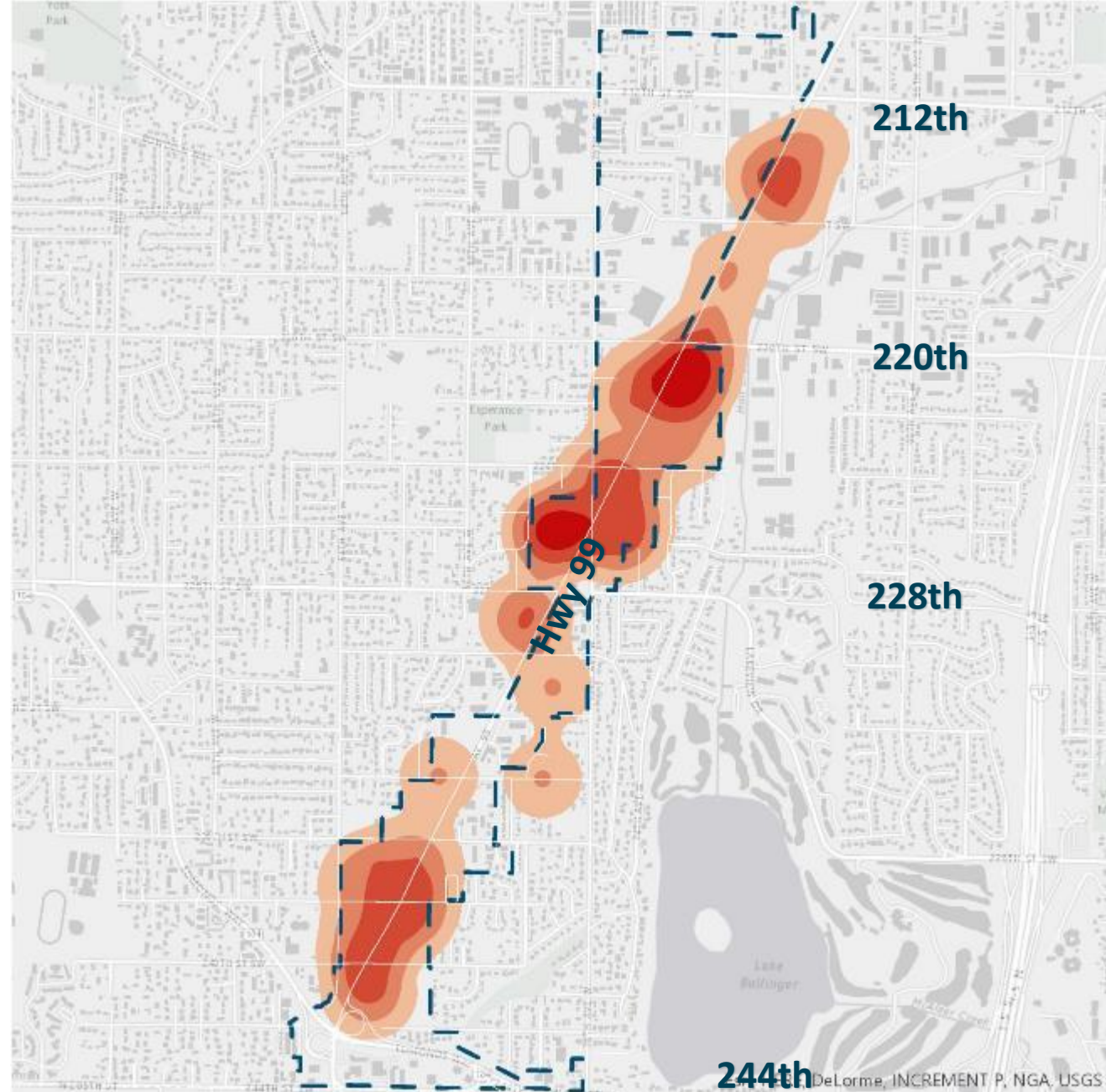
- Widespread desire for housing
- Particularly in south





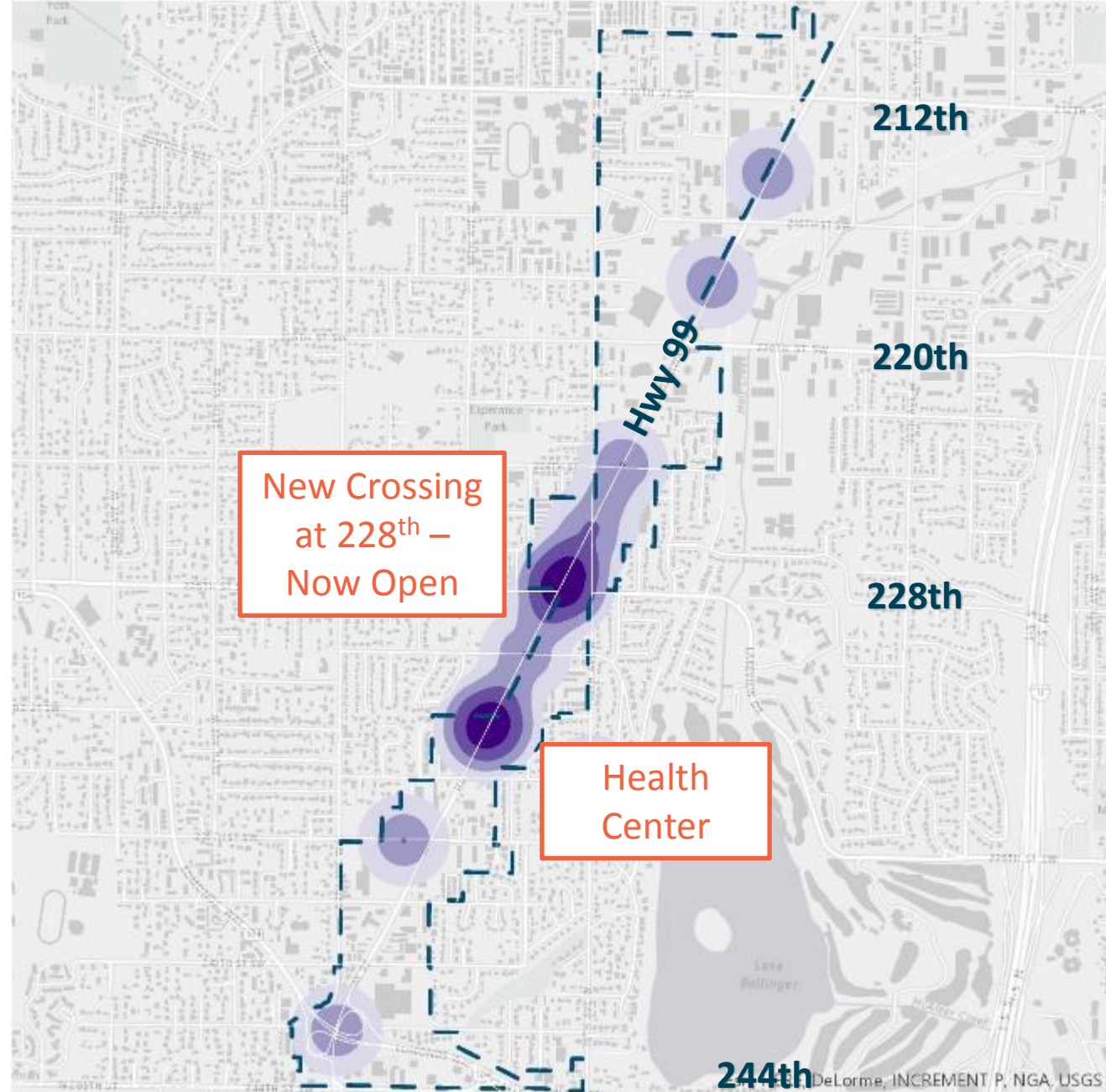
# Mixed Use Development

- Widespread desire for mixed use
- Particularly in south and central



# Pedestrian Crossing

- More mid-block crossings throughout





# Community Values

Connectivity



Destinations



Beautification



Safety



Walkability



Affordable  
Housing



Healthy  
Businesses



# Draft Plan Outline

1. Introduction
2. Community Values
3. Background and Existing Conditions
4. Public Engagement and Process
5. Constraints & Challenges
6. Alternative Scenarios
7. Planned Action EIS Overview
8. Implementation Strategies, Policy Recommendations & Actions
9. Appendix



# Draft Implementation Strategies, Policy Recommendations & Actions

1. Zoning and Development Recommendations
2. Affordable Housing Recommendations
3. Signage and Wayfinding Recommendations
4. Transit Recommendations
5. Transportation Infrastructure Recommendations

# Draft Zoning and Development Recommendations

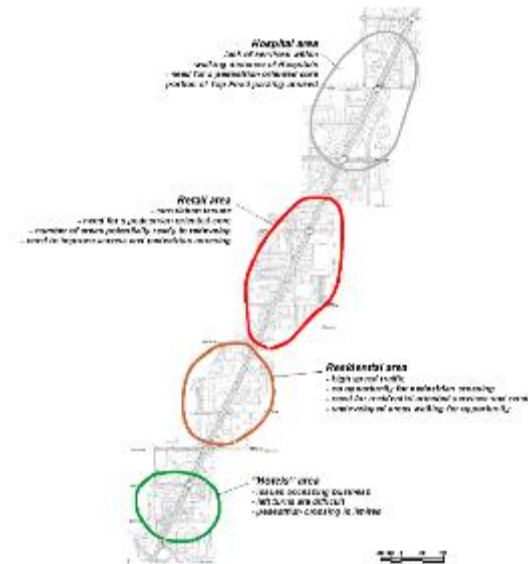
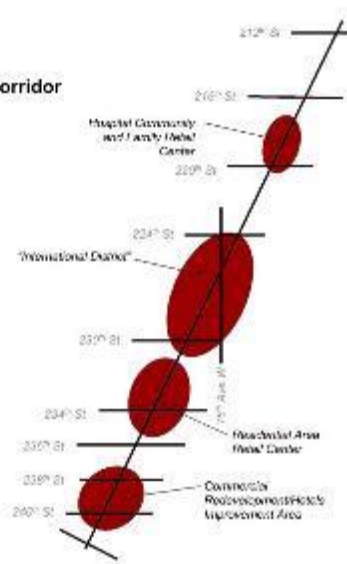
- Comprehensive Map modifications to identify districts
- Consolidate CG-1 and CG-2 into a single CG Zone
- Modify current design standards
- Transit supportive parking standards

## Focus Areas along the Corridor

Four themes and four areas emerged as particularly interesting along the corridor. Each one of these areas represents a sub-system with specific traffic, access and pedestrian characteristics as well as development goals and character.

From the north to the south we recognize the following areas:

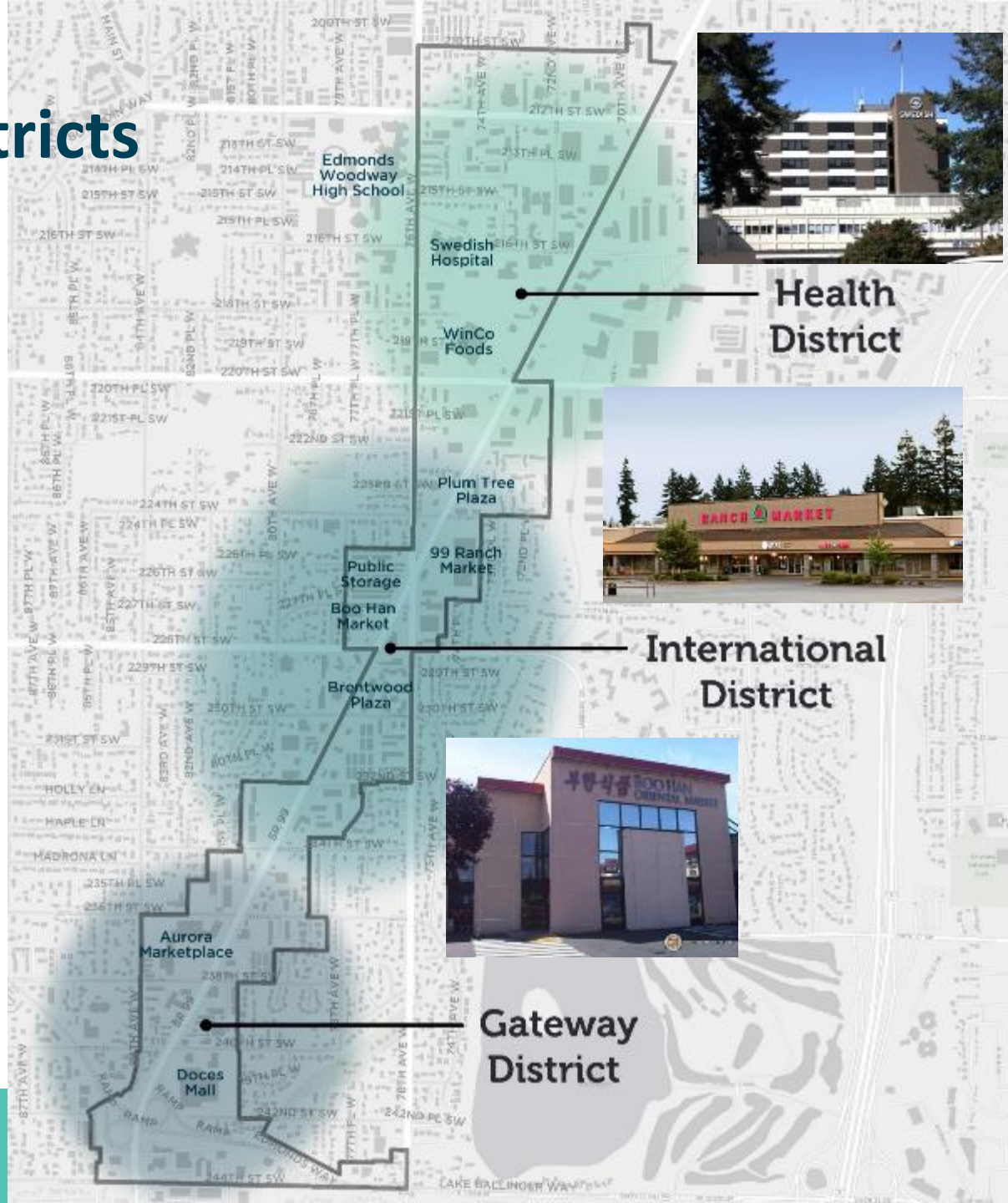
- The Hospital Community and Family Retail Center.
- The "International District"
- The Residential Area Retail Center.
- The Commercial Redevelopment/Hotels Improvement Area.



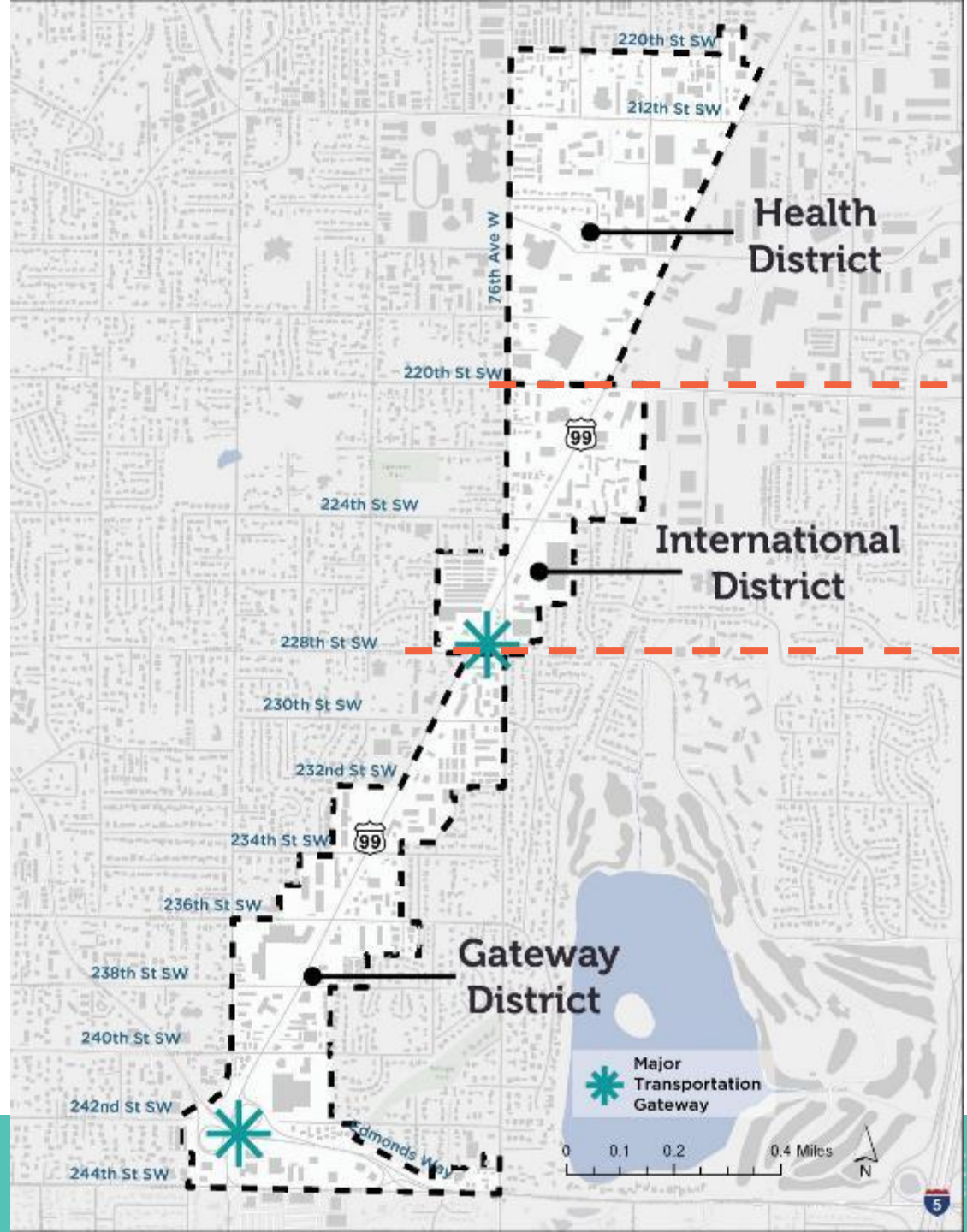


# Distinct Subdistricts

- **Health District**
  - Swedish Hospital and medical offices
- **International District**
  - Diverse restaurants, grocers and shops; major Korean
- **Gateway District**
  - Identified by the community during workshop
  - Desire for “gateway” and distinct transition point in and out of Edmonds



# Proposed Update to Comp Plan Designations



# Draft Zoning and Development Recommendations

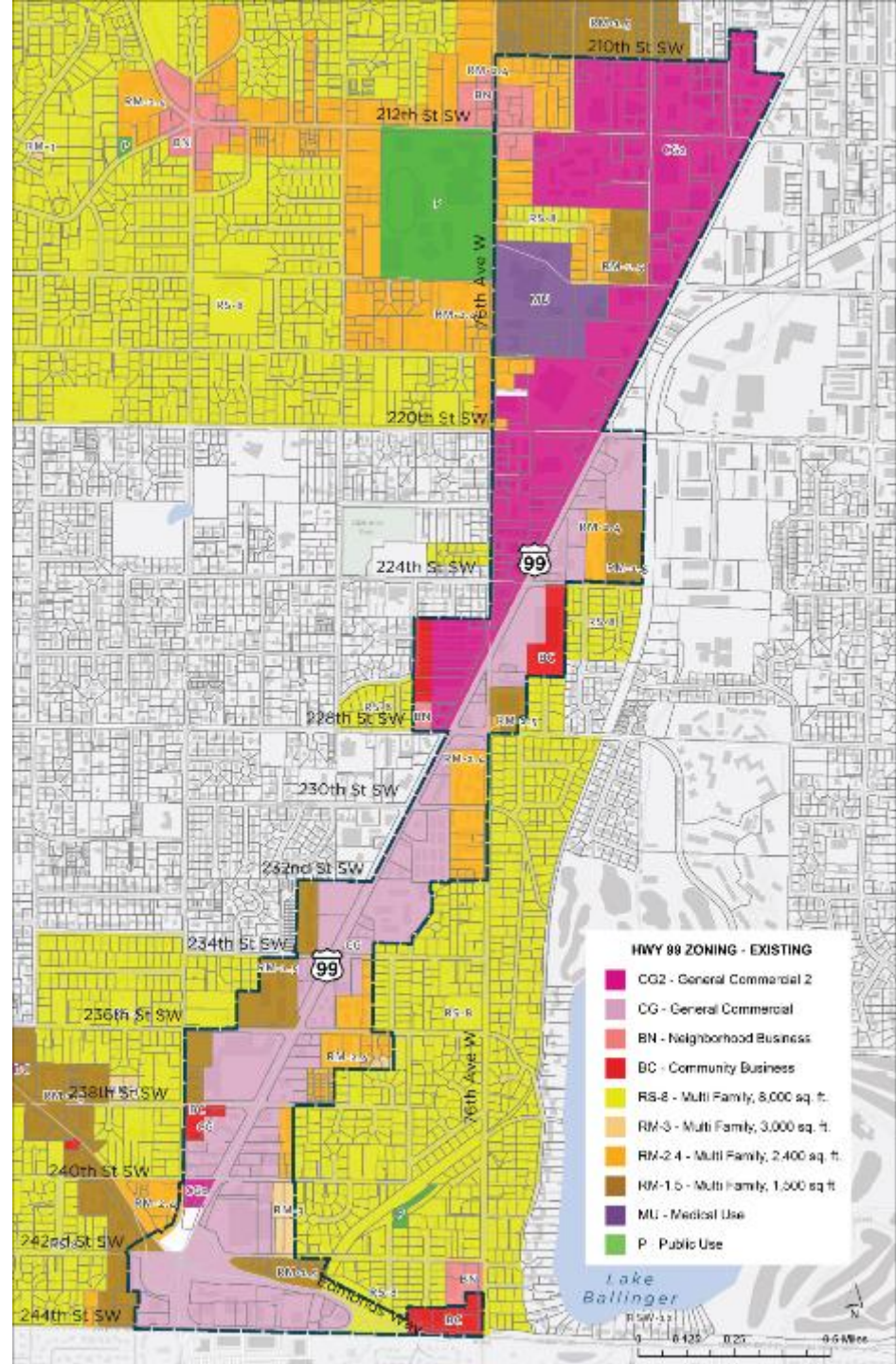
- Comprehensive Map modifications to identify districts
- **Consolidate CG-1 and CG-2 into a single CG Zone**
- Modify current design standards
- Transit supportive parking standards



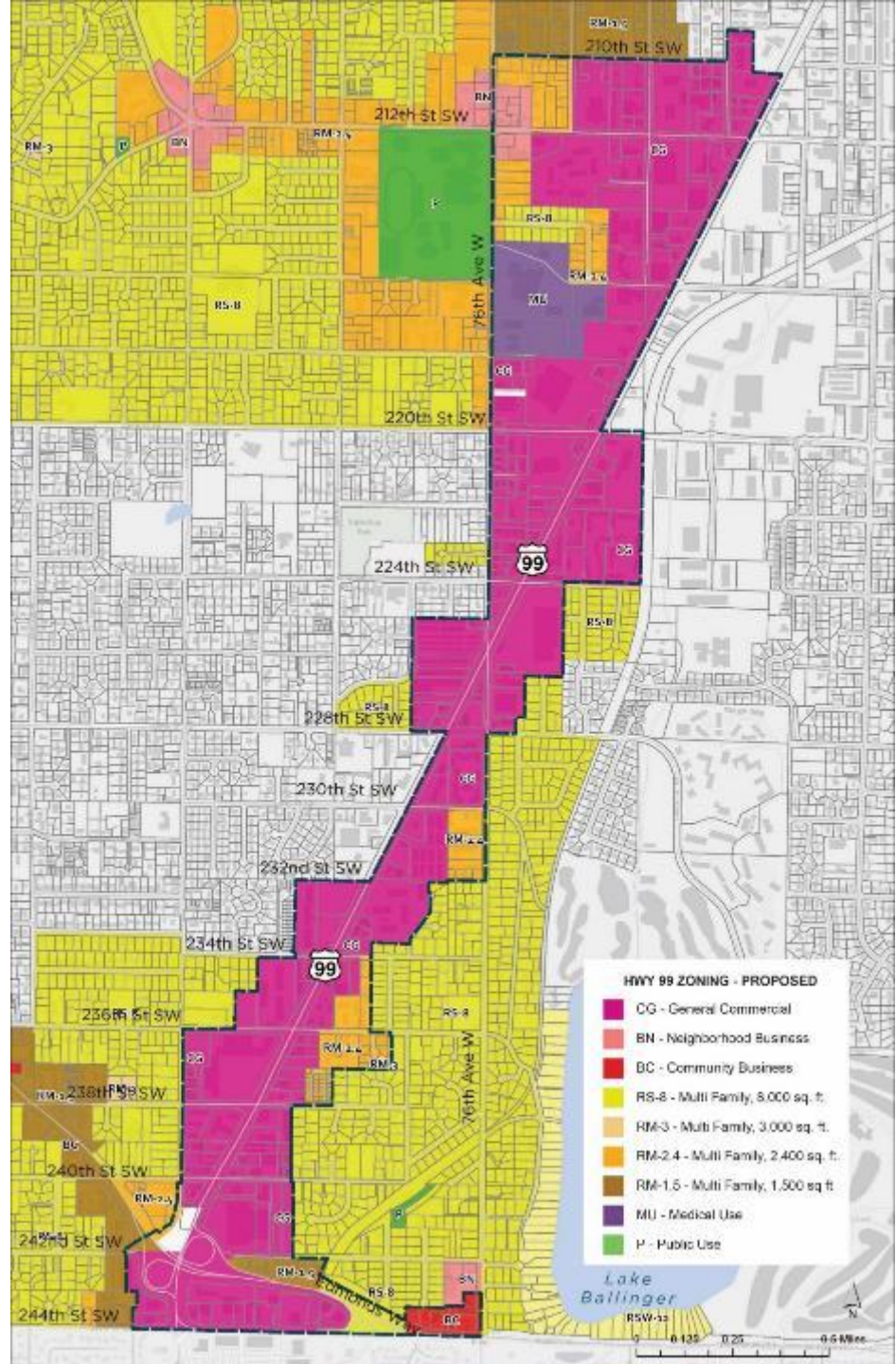
# Consolidate CG1 and CG2 into a single CG Zone

- The only difference between CG1 and CG2 is the height limit (CG1 = 60' and CG2 = 75')
- **The proposal is to use the height limit of CG2 at 75 feet**
- Many of the current zones are remnants from the counties antiquated zoning (Example: Neighborhood Business “BN” and Community Business “BC”)
- Many of the zones don’t match with the parcel boundaries, so several have more than one zone
- **The proposal is to change these zones to the consolidated CG zone**

# Current Zoning Map

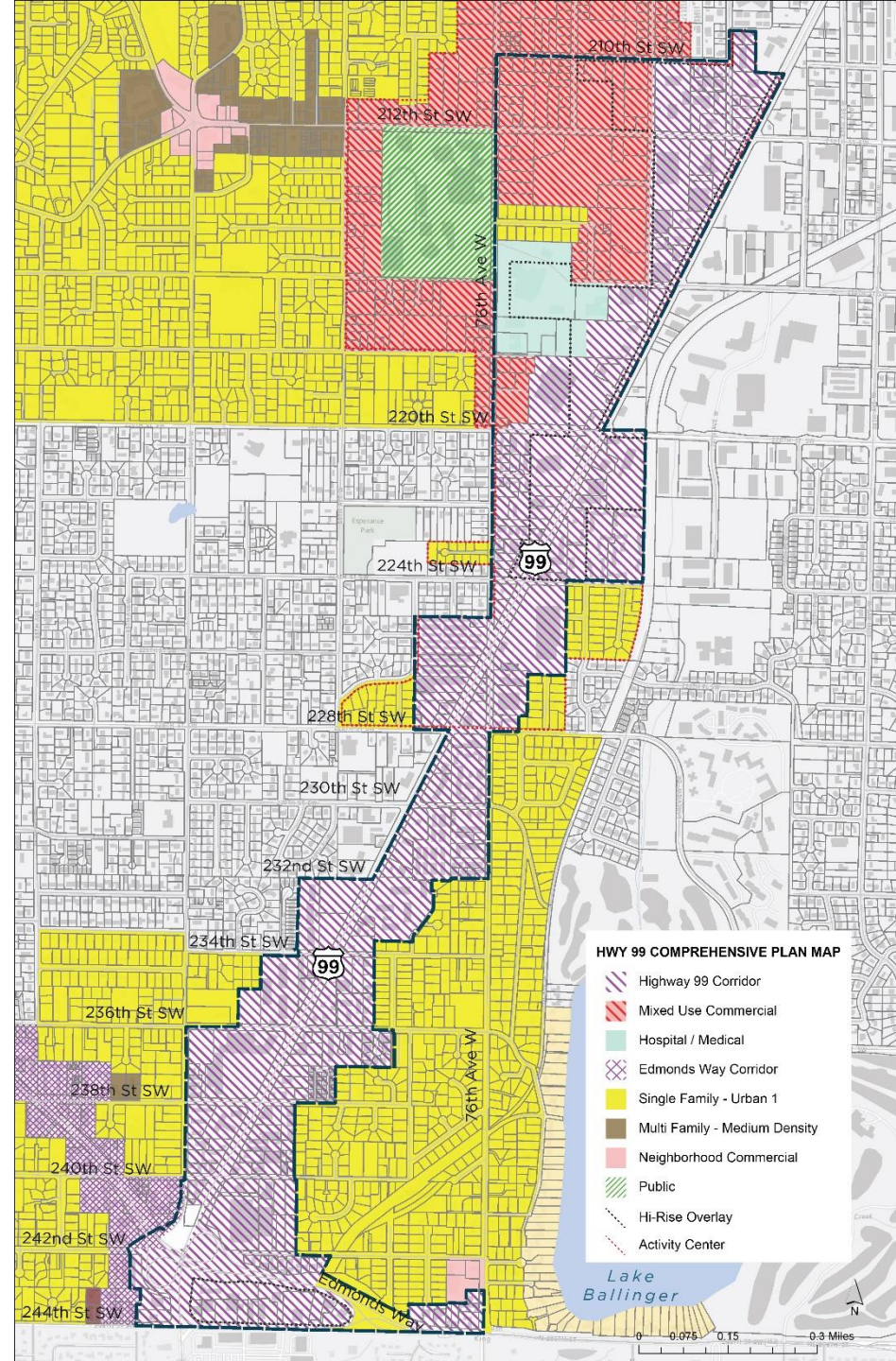


# Proposed Zoning Map



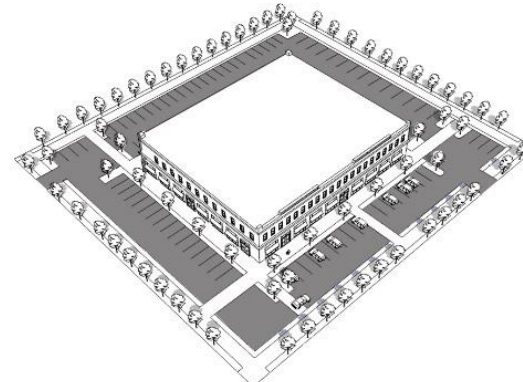
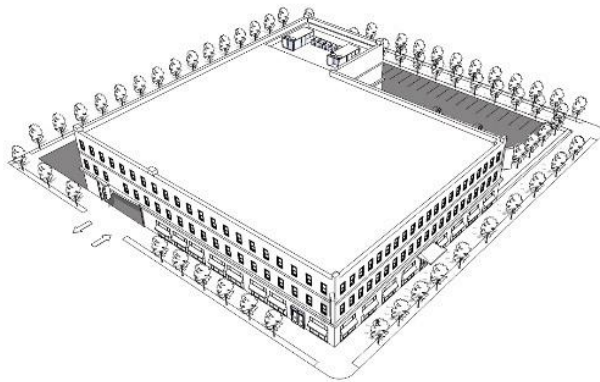


# Comprehensive Plan Map



# Draft Zoning and Development Recommendations

- Comprehensive Map modifications to identify districts
- Consolidate CG-1 and CG-2 into a single CG Zone
- **Modify current design standards**
- Transit supportive parking standards



# Existing District-based Design Standards (Chapter 16.60)

## HWY 99 Corridor CG/CG2 – Criteria

- Screening and Buffering – Parking lots
  - Type IV landscaping, **minimum four feet wide**, is required along all street frontages.
- Access and Parking
  - **Not more than 50 percent of total project parking spaces may be located between the building's front facade and the primary street.** Parking lots may not be located on corner locations adjacent to public streets.



# Pedestrian Activity Zone

- Current requirement of Type IV Landscaping on all frontages
  - Minimum 4-foot landscaped front setback

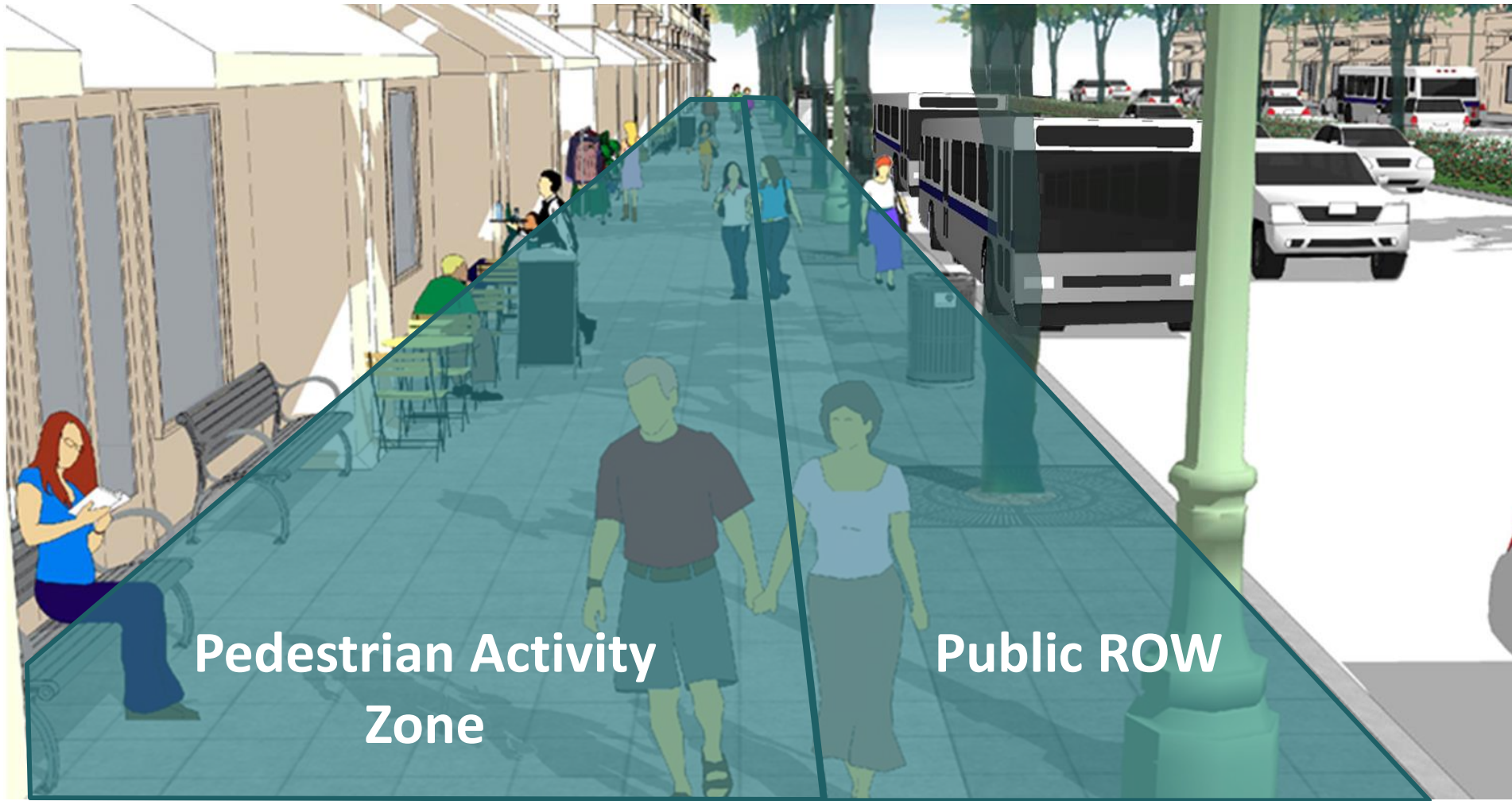


# Pedestrian Activity Zone

- Replace with required 10-foot Pedestrian Activity Zone
  - Allows for a range of active uses like sidewalk cafes and amenities such as public art, street furniture, street trees, bus shelters, pavement patterns, lighting, etc.



# Proposed Expanded Sidewalk Width





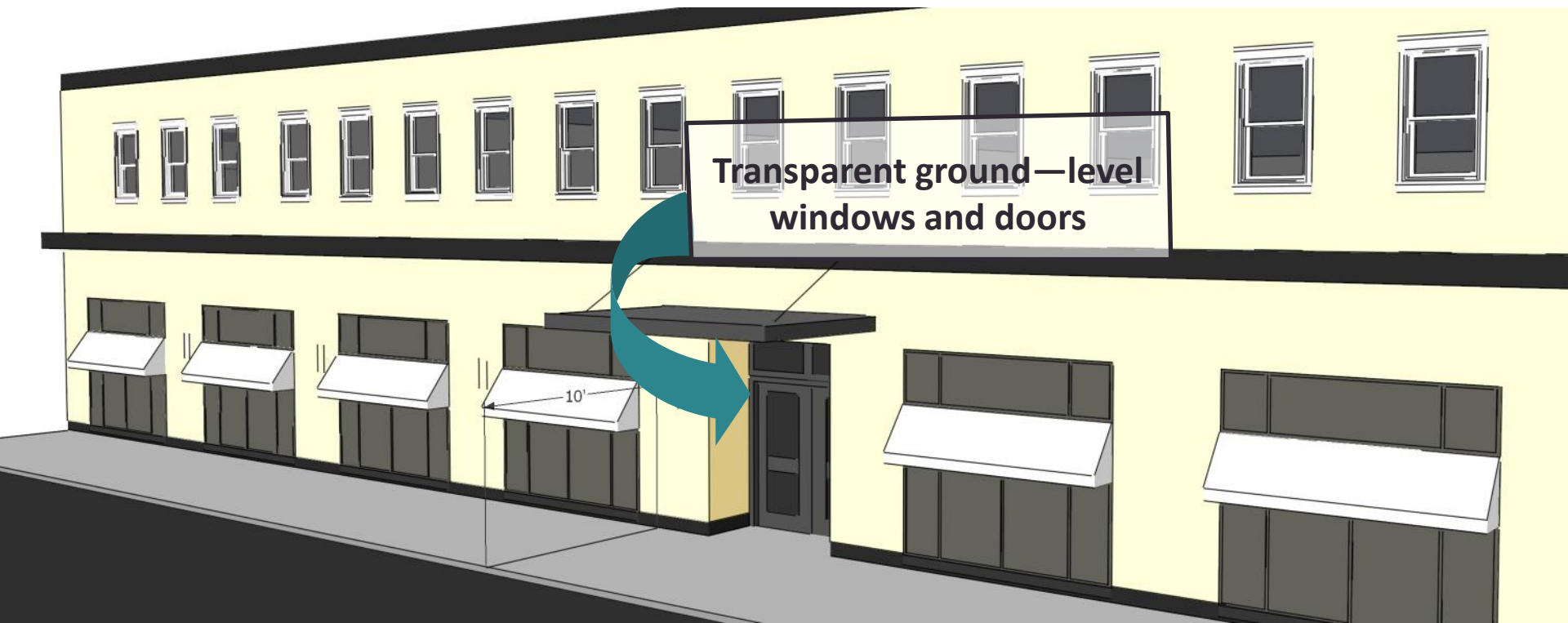
# Recommended Design Standards for Urban Areas

- Buildings on the Street Frontage
  - Primary Frontage – min. 50% of primary street frontage should have buildings within 10 feet of front property line (at the edge of Pedestrian Activity Zone)
  - All Other Frontages – 50% of side and rear street frontages to have buildings, walls, or hedges at least 4 feet in height, within 10 ft of property line



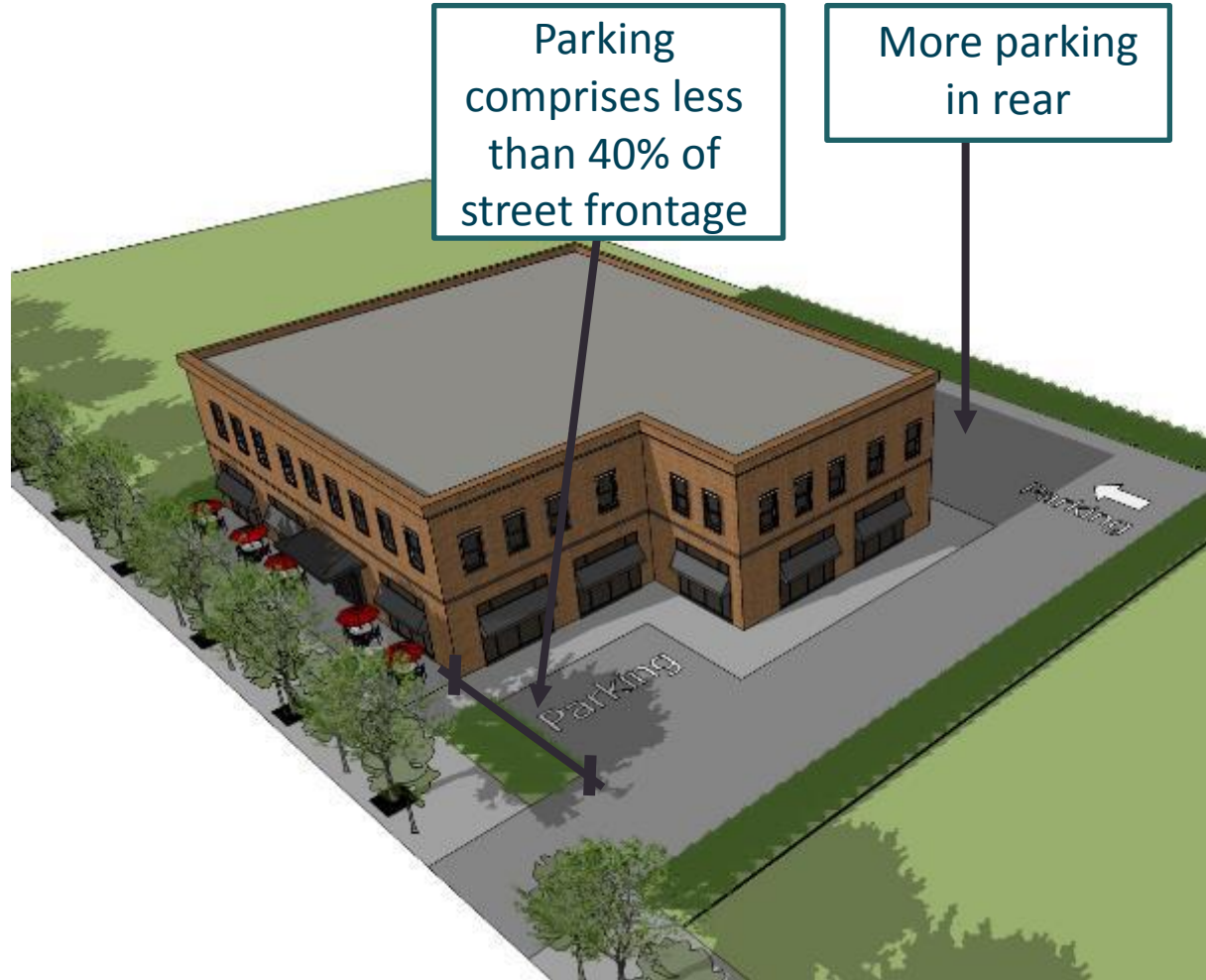
# Recommended Design Standards for Urban Areas

- Ground Floor Transparency
  - 50% of Primary Frontage building façade within 10 feet of frontage lot line be made of transparent windows and doors. All other building frontages require 30% transparency.



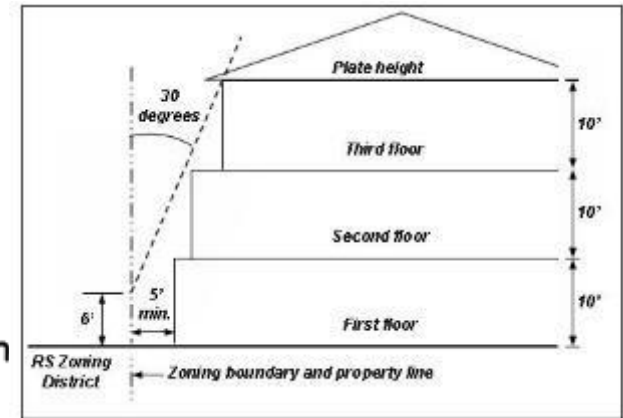
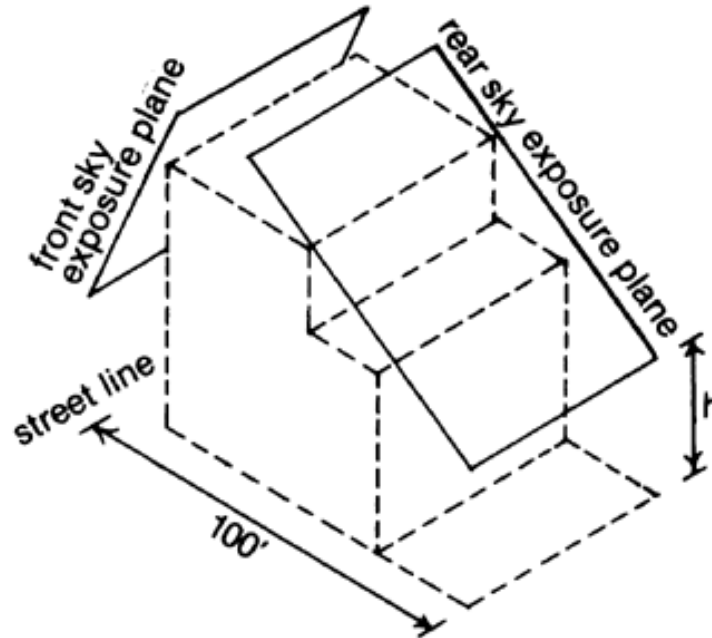
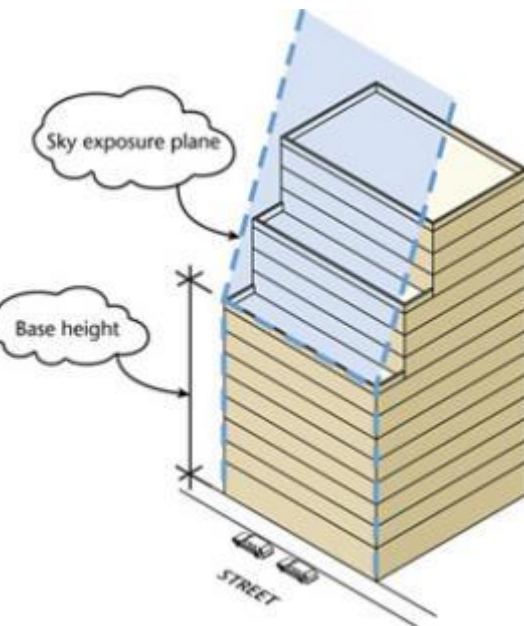
# Recommended Design Standards for Urban Areas

- Parking Predominately on Side or Rear
  - Parking areas may comprise 40% or less of street frontage.
  - Better design than current standard: no more than 50% of total project parking spaces may be located between building's front façade and the primary street





# Bulk Plane Setback Regulation

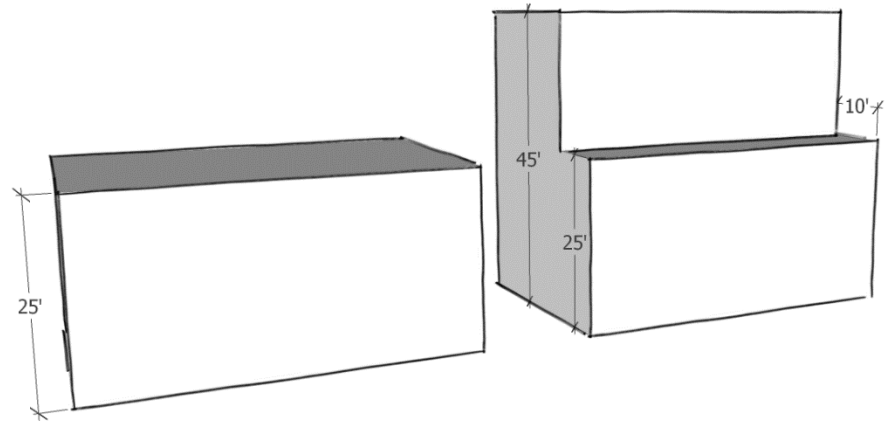


# Sellwood Library/Lofts



# Stepback and Setback Changes

- Purpose:
- Ensure a transition in height and bulk between multifamily/mixed-use buildings in commercial zones and adjacent single family zones
- While enabling more housing options to be built adjacent to Hwy 99



Rezoning these properties to CG/CG2 would require this type of design guideline to ensure proper transition into the single family neighborhoods



# Recommended Front Setback for Multifamily

- Setback adjacent to Single Family Zones
  - Property line adjacent and/or across street
- Reduce front setback to 5 foot and encourage enhanced pedestrian realm (ie- larger sidewalks, useable landscaping etc.)
- 15' setback and dense 10' landscaping buffer is already required where commercial uses are adjacent to residential zones – no proposed change
- Increase density allowances in multifamily zones around Hwy 99



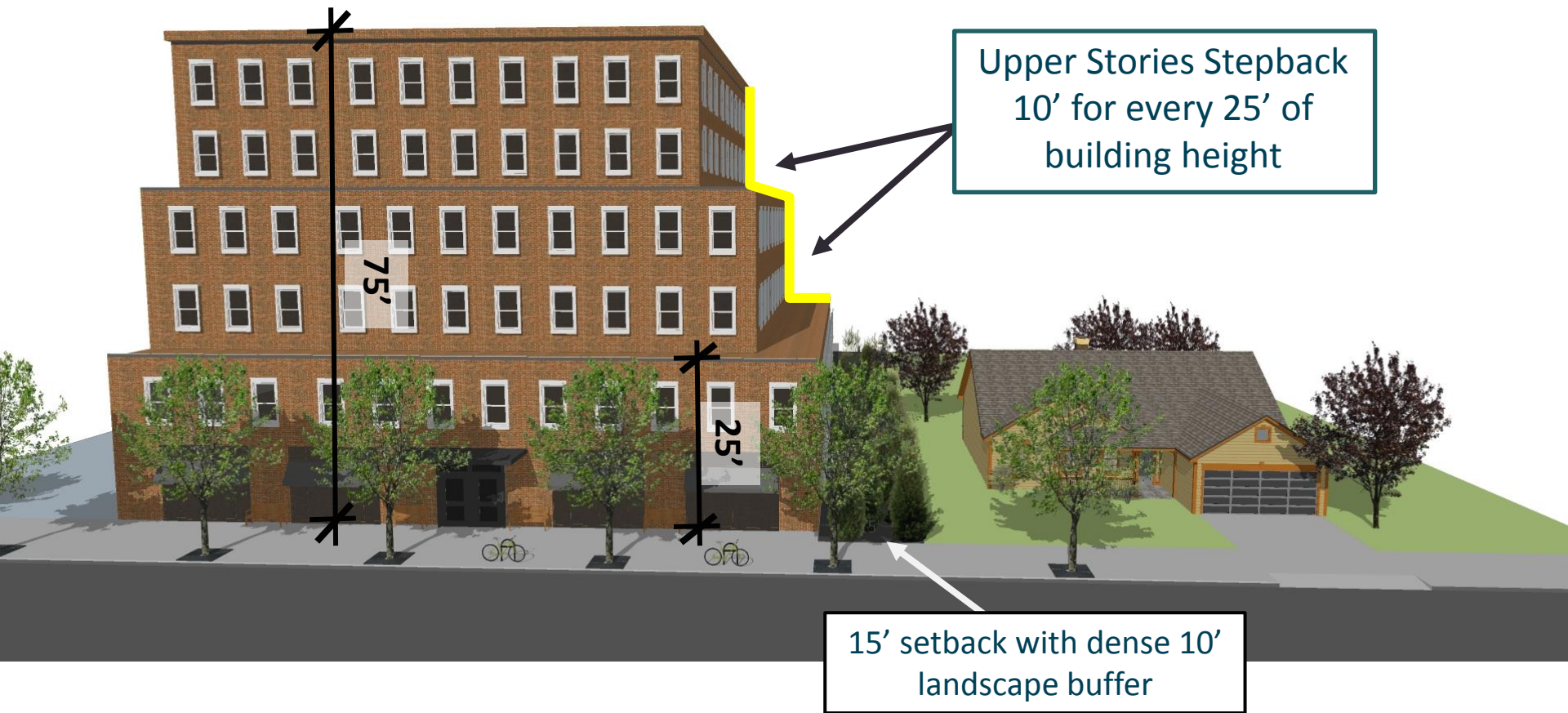
# Recommended Stepback/Setback Changes for Mixed-Use Buildings Adjacent to Single Family

- Recommended beginning stepback only above 25 feet (current height allowance in RM-1.5)
- Keep current setback and landscaping requirements for lot-line adjacency: 15' setback and dense 10' landscaping buffer is already required where commercial uses are adjacent to residential zones



15' setback with  
dense 10' landscape  
buffer

# Recommended Front Setback and Stepback for CG adjacent to RM-1.5





# Draft Zoning and Development Recommendations

- Comprehensive Map modifications to identify districts
- Consolidate CG-1 and CG-2 into a single CG Zone
- Modify current design standards
- **Transit supportive parking standards**



# Recommended Parking Adjustments

- **Transit supportive parking standards**
- Reduce minimums; follow market demand for parking
  - Residential
    - Current: Studio: 1.2 / 1-Bedroom: 1.5 / 2-Bedroom: 1.8 / 3-Bedroom: 2
    - Recommended: Minimum average of 0.75 per unit for entire project
  - Commercial
    - Current: 2.5 per 1,000 square feet (1 per 400 sq ft)
    - Recommended: 2 per 1,000 square feet
  - Exempt retail bays of 3,000 sq ft within mixed-use buildings that have a shared parking plan (parking study and management plan)
    - Reduces cost burden for small, local entrepreneurs
    - Staff decision on compliance

# Draft Affordable Housing Recommendations

- Multifamily Tax Abatement/Exemption Program
  - All residential-portion of building value tax exempt with at least 20% of units affordable for AMI
- Mixed-Use, Mixed-Income Demonstration Project
  - Identify site with willing owner or City purchase/transferrable option
  - Actively recruit developers (non-profit; public-private)
  - Cultivate a champion



# Other Affordable Housing and Infrastructure Finance Recommendations

- Potential Strategies
  - Community Renewal Area (CRA) – used in Shoreline
  - Hospital Benefit Zone (HBZ) Financing Program
  - Local Infrastructure Project Area (LIPA) Financing
  - Landscape Conservation and Local Improvement Program (LCLIP)
  - Low Income Housing Tax Credits (LIHTC)
  - HUD HOME Program
  - HUD CDBG Program
  - Redevelopment and Affordable Housing Strike Fund
  - Affordable Housing Fee Waiver Program

# Draft Signage and Wayfinding Recommendations

- Gateway Signage at Hwy 99/Hwy 104 interchange
- Transit Gateway Signage/Station at Hwy 99/228th
- Improve wayfinding signage along corridor
  - Identify downtown, Lake Ballinger, multiuse path (Interurban Trail), new regional rail, International District, Health District, other activity nodes
- Unique District Design Identity
  - Branding, public/local art, street furniture, unique bus shelter designs, pavement patterns, special lighting fixtures, colored crosswalks, banners, etc.
- Prohibit new pole signs

# Draft Transportation Recommendations


- Improve Transit Transfers:
  - Unify/consolidate BRT and local transit stops to reduce walking distance for transfers
- Hwy 99 and 228th will be Key Intersection
  - 228th will connect Edmonds to regional rail in Mountlake Terrace.
  - Shuttle/transit service from Hwy 99 to regional rail station
  - Consolidated transit stop at 228<sup>th</sup>
  - New BRT station
  - Clear signage
  - High quality bike connection on 228th



# Draft Transportation Recommendations

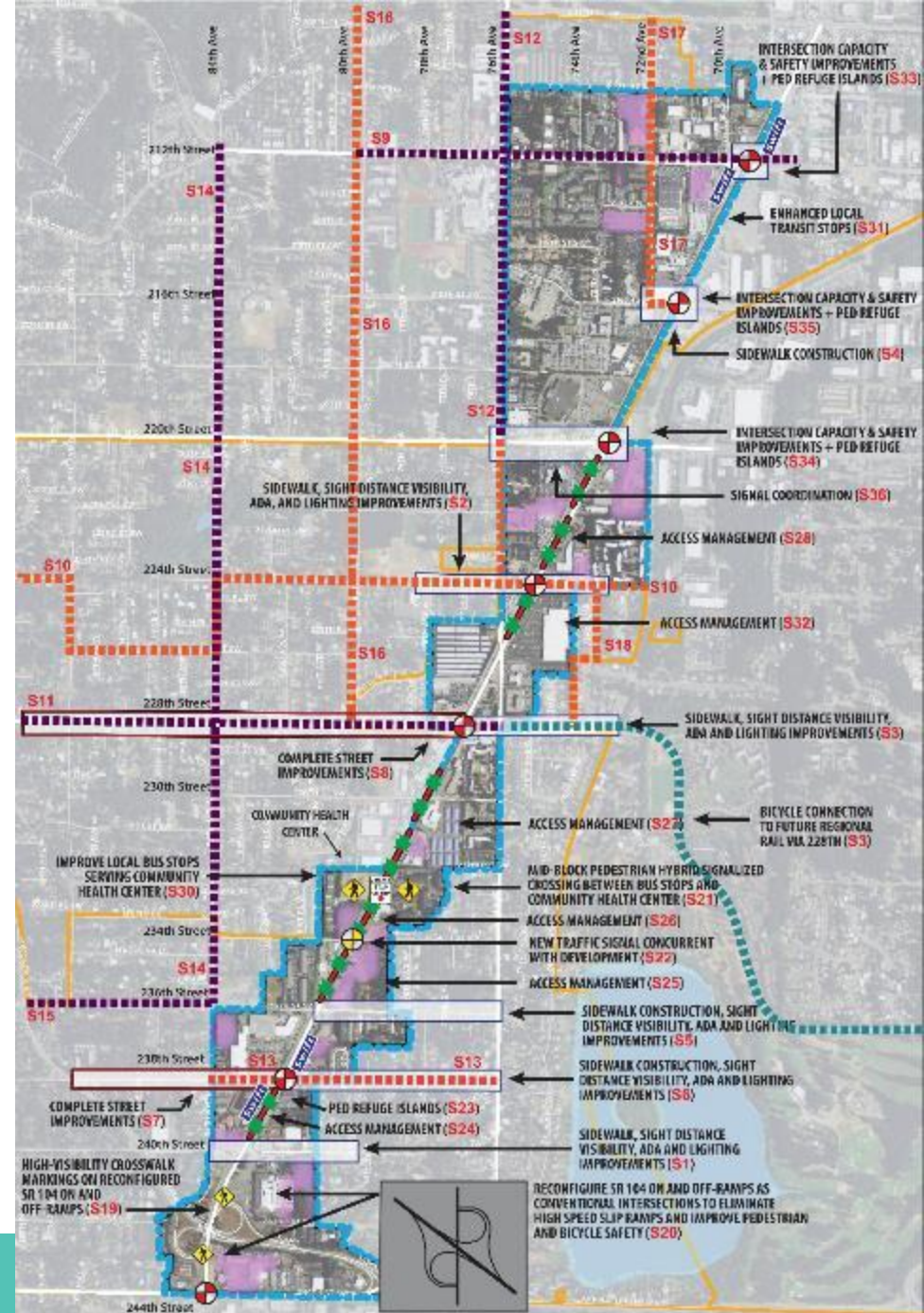
- Incentivize Alternative Transportation Options:
  - Car Share/Bike Share
  - Ride sharing services (Uber, Lyft)
  - Electric car charging stations
  - *Incentives: Impact fee reductions and parking requirement offsets for providing dedicated on-site parking stalls*

# Draft Transportation Infrastructure Recommendations

<b>SXX</b>	IMPROVEMENT INDEX NUMBER (REFER TO TABLE OF IMPROVEMENTS)
	EXISTING SIGNALIZED INTERSECTION AND PED XING
	PROPOSED NEW TRAFFIC SIGNAL AND PEDESTRIAN CROSSING
	INTERSECTION SAFETY & CAPACITY IMPROVEMENTS
	NEW BIKE ROUTE DESIGNATION
	NEW CLASS II BICYCLE LANES
	STREET IMPROVEMENTS FOR PEDESTRIANS
	ACCESS MANAGEMENT (RAISED MEDIANS)
	PEDESTRIAN HYBRID SIGNAL (HAWK)

# Draft Transportation Infrastructure Recommendations

<b>SXX</b>	IMPROVEMENT INDEX NUMBER (REFER TO TABLE OF IMPROVEMENTS)
	EXISTING SIGNALIZED INTERSECTION AND PED XING
	PROPOSED NEW TRAFFIC SIGNAL AND PEDESTRIAN CROSSING
	INTERSECTION SAFETY & CAPACITY IMPROVEMENTS
	NEW BIKE ROUTE DESIGNATION
	NEW CLASS II BICYCLE LANES
	STREET IMPROVEMENTS FOR PEDESTRIANS
	ACCESS MANAGEMENT (RAISED MEDIANS)
	PEDESTRIAN HYBRID SIGNAL (HAWK)

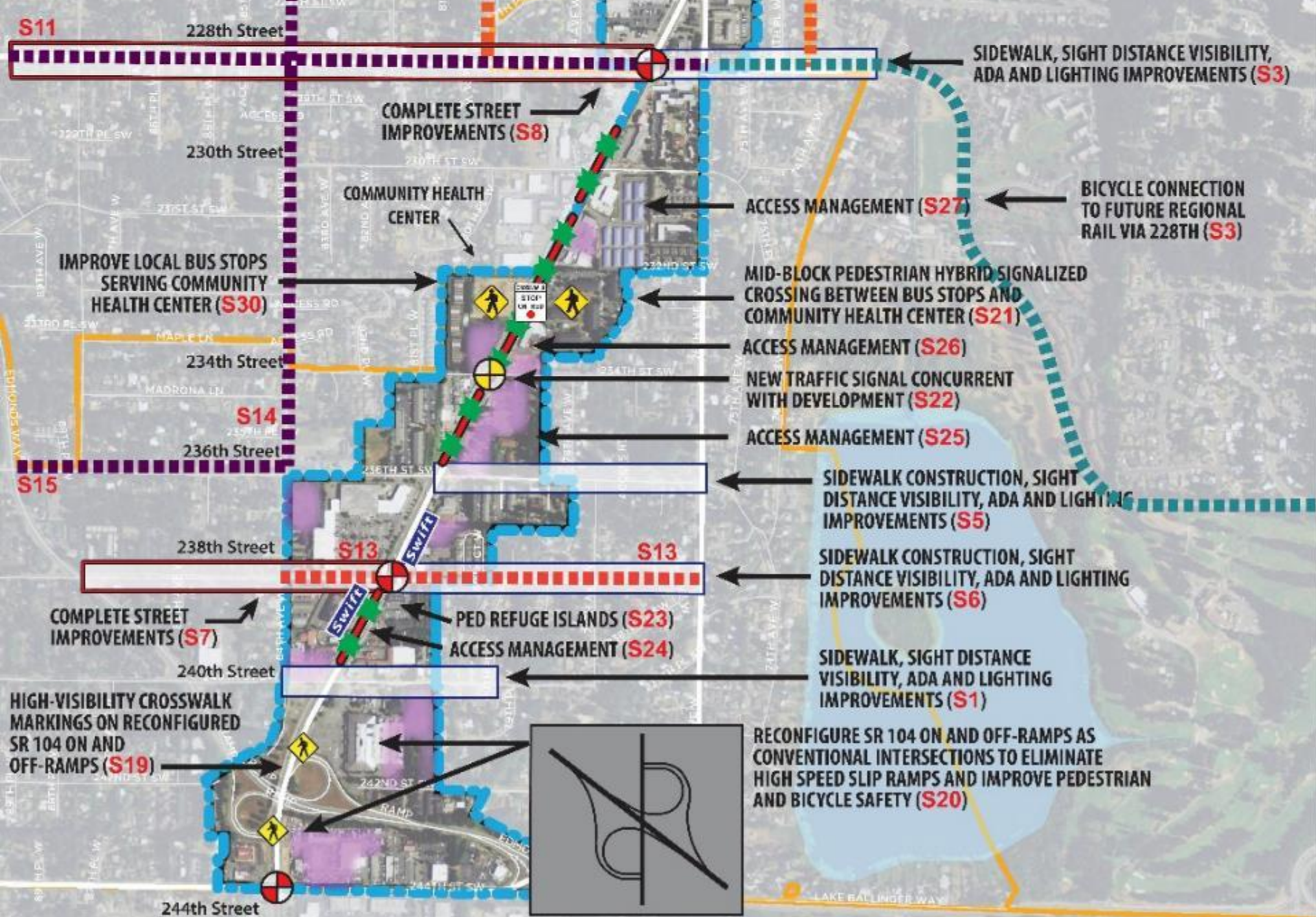


PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS









# PROPOSED SHORT & LONG-TERM TRANSPORTATION IMPROVEMENTS

- Improve pedestrian safety and access to/from Hwy 99 corridor
- Improve pedestrian environment along Hwy 99 corridor
- Safe pedestrian crossing of Hwy 99 and access to transit
- Improved transit mobility and transit stop environment
- Improved traffic flow and general safety with access management



# PROPOSED SHORT & LONG-TERM TRANSPORTATION IMPROVEMENTS

A	B	C	D	E
1	<b>SR 99 CORRIDOR SUBAREA PLAN - PROPOSED SHORT-TERM TRANSPORTATION IMPROVEMENTS</b>			
2	<b>Map Identifier</b>	<b>Input Type</b>	<b>Description of Improvement</b>	<b>Notes</b>
3	<b>IMPROVE PEDESTRIAN SAFETY AND ACCESS TO/FROM SR 99 CORRIDOR</b>			
4	<b>S1</b>	Pedestrian Safety	Improve sidewalks, sight distance visibility, street and safety lighting on 24th from 86th Ave W to 80th Way W (primarily along commercial frontages)	Workshop
5	<b>S2</b>	Pedestrian Safety / Ped Circulation	Implement safety improvements at 224th and 76th Avenue W including constructing new or improving existing sidewalks on both sides of 224th approaching 76th Ave and SR 99.	Workshop
6	<b>Not Shown</b>	General Safety	General need for safety and street lighting on residential streets surrounding SR 99.	Workshop
7	<b>S3</b>	Pedestrian Safety / Ped Circulation	Workshop participants identified the need to widen sidewalks on 228th east of SR 99. Although the nature of the street warrants pedestrian amenities, wider sidewalks may be considered an amenity, but is very costly to achieve for the benefit gained. Pedestrian amenities in lieu of wider sidewalks including: 1) Buffer pedestrians from moving traffic with street trees in tree wells constructed within parking lanes. 2) Consistent application of high visibility crosswalk markings at intersections. 3) Ensure street lighting illuminates entire width of street. Currently, street lights are located on one side of the street. Intersections with marked crosswalks should have safety lighting illuminating each end of crosswalks. 4) Install bus shelters at local bus stops with street lighting. Where right of way won't permit a shelter, use curb extensions to add width.	Workshop
8	<b>S4</b>	Pedestrian and Vehicular Safety / Ped Circulation	Sidewalk construction projects: 218th St. SW from 72nd Ave. W to SR 99	Project identified as a high priority in the Comprehensive 2015 Transportation Element - Recommended Roadway Capital Projects
9	<b>S5</b>	Pedestrian and Vehicular Safety / Ped Circulation	Sidewalk construction projects: 238th St. SW from Hwy. 99 to 76th Ave. W	Project identified as a high priority in the Comprehensive 2015 Transportation Element - Recommended Roadway Capital Projects
10	<b>S6</b>	Pedestrian and Vehicular Safety / Ped Circulation	Sidewalk construction projects: 238th St. SW from Hwy. 99 to 76th Ave. W	Project identified as a high priority in the Comprehensive 2015 Transportation Element - Recommended Roadway Capital Projects
11	<b>S7</b>	Complete Streets Inputs	238th Street SW, between SR 104 and SR 99. Widen to three lanes with curb, gutter, bike lanes, and sidewalk.	This project is recommended for inclusion in the City's Transportation Improvement Plan (TIP) for 2022-2035.
12	<b>S8</b>	Complete Streets Inputs	238th Street SW, between SR 99 and 80th Pl. W Widen to three lanes with curb, gutter, bike lanes and sidewalk, as well as intersection improvements at 238th @ 96th.	This project is recommended for inclusion in the City's Transportation Improvement Plan (TIP) for 2022-2035.
13	<b>IMPROVE BICYCLE CIRCULATION ACROSS AND PARALLEL TO SR 99 CORRIDOR</b>			
14	<b>S9</b>	Bicycle Circulation	Class II bike lanes on SR 99, between 24th Street and 80th Avenue, and on SR 99, between 24th Street and 80th Avenue, and on SR 99, between 24th Street and 80th Avenue.	City of Edmonds Bicycle Master Plan & Comprehensive

# Health District Gateway - Today



# Health District Gateway – with initial public investments





# Health District Gateway – with corresponding private investment



# SW 234<sup>th</sup> – Today





# SW 234<sup>TH</sup> – with initial public investments



# SW 234<sup>TH</sup> – with corresponding private investment







## Next Steps:

- Refinements to the Draft Sub-Area Plan
  - New policies or policy changes
  - Capital projects list (short term and long term)
- Prepare Planned Action EIS
- Public Hearing and recommendation by Planning Board – December 14, 7pm, Council Chambers
- City Council review and possible action/adoption – early 2017
- Any code change or other implementation – starting 2017

# Questions?

Visit [www.EdmondsHWY99.org](http://www.EdmondsHWY99.org) for more information such as project updates, workshop results, upcoming events and more.